

Message Text

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C O N F I D E N T I A L STATE 069800

E.O. 11652: GDS

TAGS: MPOL, NATO, UK

SUBJECT:RAF GREENHAM COMMON

REFS: A. LONDON 03020 DTG 231751Z FEB 78; B. STATE 065789
DTG 150110Z MAR 78; C. LONDON 03571 DTG 061456Z MAR 78;
D. LONDON 04088 DTG 141731Z MAR 78

1. CURRENT ASSESSMENTS AND SUMMARIES ON THE PROBABILITIES
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OF OBTAINING UK AGREEMENT FOR THE REACTIVATION OF GREENHAM
COMMON FOR KC-135 OPERATIONS ARE ADMITTEDLY NOT ENCOURAG-
ING. NEVERTHELESS, IN VIEW OF BOTH THE OPERATIONAL AND
ECONOMIC BENEFITS OF THE GREENHAM COMMON OPTION, WE
BELIEVE THAT IT IS WORTHWHILE PURSUING.

2. WE HOPE THE INFORMATION ALREADY PROVIDED, REFTEL B,

HELPED ASSUAGE, O SOME EX ENT,-THE CONCERN - F MOD ND
FCO OFFICIALS AND, WHEN RELEASED, WILL TEND TO IMPROVE THE
PUBLIC ATMOSPHERICS. FOLLOWING BELOW ARE THE ANSWERS TO
THE REMAINING QUESTIONS IN REFTELS A AND C. THESE ANSWERS
IN CONJUNCTION WITH THE ONES PREVIOUSLY FURNISHED SHOULD
SHOW CLEARLY THAT OUR REQUEST TO REACTIVATE GREENHAM COMMON
WAS BASED ON AN EVALUATION OF MANY FACTORS NOT THE LEAST OF
WHICH WAS THE PROBABLE IMPACT OF RENEWED AIRCRAFT OPER-
ATIONS ON THE NEIGHBORING COMMUNITY.

3. REF A REQUESTED A NOISE FOOTPRINT FOR THE KC-135.
REF C, PARA 1.F. REQUESTED NOISE READINGS AND THE
LIKELY PATTERN OF NOISE OVER WEST BERKSHIRE.

A. WE WILL FORWARD AS SOON AS POSSIBLE UNDER SEPARATE
COVER A CHART WHICH PRESENTS THE SOUND LEVELS IN DBA
(DECIBEL RATING) OF KC-135 OPERATIONS AS A FUNCTION OF
SLANT HEIGHT ALTITUDES AND GROSS AIRCRAFT WEIGHTS.
NOISE READINGS IN DBA ON THE NOISE METER'S A-WEIGHTED
NETWORK SIMULATE THE NOISE LEVEL LOUDNESS PERCEIVED BY
THE AVERAGE HUMAN EAR.

B. IN ADDITION WE WILL EXAMINE VARIOUS POTENTIAL
FLIGHT PATHS FOR APPROACHES AND DEPARTURES BASED ON OUR
PRELIMINARY ASSESSMENT OF NOISE FACTORS AND PROVIDE YOU
THESE RESULTS WHEN AVAILABLE.
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C. A DETAILED NOISE FOOTPRINT CANNOT BE PROVIDED UNTIL
SPECIFIC APPROACHES, DEPARTURES AND LOW-LEVEL TRAFFIC
PATTERNS ARE DEVELOPED. THIS WOULD REQUIRE AN EXTENSIVE
SURVEY AND EVALUATION AT GREENHAM COMMON (GC). WE ARE
PREPARED TO INITIATE REQUIRED EVALUATIONS AND DEVELOP
AN INTEGRATED TRAFFIC PATTERN SYSTEM FOR GC IN CONJUNC-
TION WITH AND WHEN BRITISH AUTHORITIES CONSIDER IT
APPROPRIATE.

4. REF C, PARA 1A: CURRENT AND LIKELY FUTURE CONSTRUC-
TION PROJECTS AT GC, AND AN ESTIMATE OF THE LOCAL WORK
FORCE.

A. THERE IS A CURRENT PROJECT VALUED AT \$2.87 MILLION
TO OVERLAY THE RUNWAY AND TAXIWAYS. IDENTIFIED FUTURE
PROJECTS INCLUDE PROPOSALS FOR \$6 MILLION IN FY 80
AND \$3 MILLION IN FY 81 FOR OPERATIONAL AND SUPPORT
FACILITIES PLUS AN ADDITIONAL \$8 MILLION FOR A DEPENDENT
SCHOOL.

B. FACILITY CONSTRUCTION IS NORMALLY ARRANGED WITH THE

HOST NATION AND COULD BE EXPECTED TO HAVE A DIRECT IMPACT UPON THE LOCAL ECONOMY. HOWEVER, AS SPECIFIC DETAILS ARE NOT YET AVAILABLE, WE COULD NOT COMMENT FURTHER ON AN ESTIMATE OF THE CIVILIAN WORK FORCE REQUIRED.

5. REF C, PARA 1B: THE NUMBER OF PERSONNEL LIKELY TO BE EMPLOYED IN QUOTE OFF-BASE UNQUOTE SUPPORT SERVICES: WHILE WE ENVISION THE NORMAL CUSTODIAL SUPPORT PACKAGE (UPKEEP OF THE BUILDINGS AND GROUNDS) AT GC, WE PRESENTLY DO NOT HAVE SPECIFICS ON THE NUMBER OF PERSONNEL INVOLVED.

6. REF C, PARA 1C. THE LIKELY TIMING OF THE BUILD-UP OF ADDITIONAL PERSONNEL: REF B PROVIDED THE APPROXIMATE CONFIDENTIAL

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NUMBER OF PERSONNEL TO BE STATIONED AT RAF GREENHAM COMMON. CURRENT PLANS FOR BUILD-UP OF PERSONNEL PROVIDES 25 PERCENT OF THE TOTAL PERSONNEL AT THE OUTSET WITH FURTHER BUILD-UP TO 90 PERCENT AFTER SIX MONTHS AND 100 PERCENT AFTER ONE YEAR. THE MILITARY AND CIVILIAN BUILDUP SHOULD APPROXIMATELY COINCIDE.

7. REF C, PARA 1D: OF THOSE EMPLOYED AT THE BASE, HOW MANY CIVILIANS ARE LIKELY TO REQUIRE ACCOMMODATIONS AWAY FROM THE BASE?

A. NORMALLY, ALL US CIVILIANS EMPLOYED ON BASE ARE HOUSED OFF BASE.

8. REF C, PARA 1E. REQUESTED SPECIFIC INFORMATION ON FLIGHT PATHS.

A. PRECISE FLIGHT PATHS HAVE NOT BEEN IDENTIFIED YET. INTEGRATION OF THE GC TRAFFIC SYSTEMS WITH OTHER TRAFFIC AND ADEQUATE CONSIDERATION FOR THE LOCAL COMMUNITIES REQUIRES AN ON-SITE EVALUATION. WE ARE PREPARED TO DEVELOP IN COOPERATION WITH APPROPRIATE BRITISH AUTHORITIES THE REQUIRED DATA WHEN HMG CONSIDERS THAT THE TIME IS RIGHT.

9. REF C, PARA 1F AND G: REFERRED TO ENGINE MAINTENANCE AND THE USE OF NOISE SUPPRESSORS AND PROCEDURES.

A. WE WOULD NOT USE NOISE SUPPRESSORS FITTED TO THE ENGINE DURING MAINTENANCE OPERATION OF KC-135'S. HOWEVER, MAINTENANCE SCHEDULING AND ENGINE RUN HOURS WOULD NORMALLY PRECLUDE SUCH OPERATIONS AT NIGHT.

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B. NOISE ABATEMENT PROCEDURES WILL BE DEVELOPED TO CONTROL NOISE GENERATED DURING MAINTENANCE OPERATIONS AT GC. THIS WOULD NORMALLY BE PART OF A DETAILED

EVALUATION OF THE FACILITY AND WILL OF COURSE BE MODIFIED BY THE LOCAL COMMANDER, IN THE BEST INTERESTS OF THE BASE AND COMMUNITY, AS OPERATIONS DEVELOP.

10. REF C, PARA 1H: REFERRED TO POSSIBLE CHANGES IN RESTRICTIONS AROUND THE BASE, THE KC-135 SAFETY RECORD, AND THE TYPE FUEL TO BE USED.

A. CONSIDERATION OF LOCAL RESTRICTIONS WAS COVERED IN REF B.

B. THE SAFETY RECORD OF THE KC-135 IS ONE OF THE BEST IN USAF. SINCE 1970 THE MAJOR ACCIDENT RATE PER 100,000 FLYING HOURS HAS AVERAGED 0.6. THE USAF AVERAGE PER 100,000 FLYING HOURS FOR ALL AIRCRAFT FOR THE SAME PERIOD IS 2.8.

C. GC IS SCHEDULED TO CONVERT TO JP-8 (CIVILIAN JET A) IN 1979.

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